Amendments to the Specification:

Please replace the paragraph beginning at page 10, line 27, with the following rewritten paragraph:

-- Similarly, the feedback pressure surface 100 of spool 26 is responsive to the counter-balancing applied feedback fluid pressure which may be developed by the feedback flow into a variable-volume feedback pressure chamber for urging the spool to move towards the first position shown in Fig. 1 allowing full fluid flow between the clutch and tanks ports 32 and 34, with the control pressure outlet passage 120 being open to return the pilot flow from the pump port 30 to the tank. For developing the feedback fluid pressure, cage ~~26~~ 20 has a feedback pressure passage, referenced at 130, formed therein for admitting fluid flow from the clutch port 32 into the feedback pressure chamber. Accordingly, feedback pressure passage 130 has an inlet end, 132, which opens into fluid communication with the clutch port 32, and an outlet end, 134, which opens into fluid communication with the variable-volume feedback pressure chamber, referenced at 140, which may be defined within cage 20 intermediate the plug 58 and the feedback pressure surface 100. Spool 26 may be biased in its first position by a spring, 142, interposed between the spool feedback pressure surface 100 and the plug 58. --

Please replace the paragraph beginning at page 11, line 11, with the following rewritten paragraph:

-- Looking now to Fig. 3 in conjunction with the cross-sectional view of Fig. 4 wherein spool 26 is shown in enhanced detail, it may be seen that feedback pressure passage 130 may be drilled, such as with the drill opening plugged or otherwise filled as ~~sat~~ at 131, or otherwise machined or formed into the thickness dimension of the cage wall 60 to extend generally axial intermediate the ends 132 and 134. Moreover, each of the ends 132 and 134 may be configured as radially-opening ports, with outlet end 134 being configured, for example, as an annular slot which opens radially into the feedback pressure chamber 140 (Figs. 1 and 4) ~~though~~ through the spool inner surface 62. Inlet end 132, in turn, may be configured as a restriction orifice which opens radially into fluid communication with the clutch port 32 (Figs. 1 and 4) through the spool outer surface 64, such orifice being provided to restrict the rate at which fluid may flow between the clutch port 32 and the feedback pressure chamber 140. --

Please replace the paragraph beginning at page 12, line 19, with the following rewritten paragraph:

-- Turning lastly to Fig. 5, an transitional orientation of the valve 10 is shown, such as with the pilot valve subassembly 18 being 50% energized, wherein spool 26 is shifted to an intermediate position between its first and second positions which have been described in connection with Figs. 1 and 4. In such position, as may be seen in Fig. 5, flow between the pump and clutch ports 30 and 32 is throttled, as is the flow between the pump and tank ports 30 and 34, and the flow out of the control pressure chamber 110 via the outlet passage 120. Such partial opening of the

pump port 30 to the clutch port 32, along with the partial throttling of the flows to the tank port 34, results in the ramp-up of pressure at the clutch port 32. It has been observed that the provision of the feedback pressure passage 130 as herein described allows a truer clutch pressure may be sensed and communicated into the feedback pressure chamber 140 insofar as the clutch port 32 is directly coupled to the chamber via the passage 130. In this regard, the effects of pressure losses in the clutch pressure attributable to the pressure drop of fluid flow across the cage openings 70 and 72 may be eliminated. Moreover, by isolating the passage ~~103~~ 130 from the high velocity flow of fluid through the openings 70 and 72, a more static-like clutch pressure may be measured. Ultimately, the throughput of the valve 10 of the present invention may be increased without appreciably affecting its stability of operation. --